PVL Flywheel Technical Data

Performance:

The PVL flywheel fin design allows it to move a very high volume of air. It is recommended that you leave only 1 of the blower housing recoil air intakes open. If more cooling is desired then the tape can be removed. The engine will perform best when you have the right amount of cooling to keep the engine from reaching an excessive temperature.

SPECS:

Engine:	196cc OHV Clone, Honda GX160/200, 212cc Non-Hemi Predator
Material:	Die Cast Aluminum
Weight:	3.8lbs
Ignition Timing:	28 Degrees
Fins:	12

Ignition Timing:

The flywheel works with the standard OEM clone coil with a recommended coil gap of .038-.040". The running timing with a straight up key is 28 degrees and it is recommended to start with a running timing between 28 to 31 degrees.

Flywheel Testing:

PVL, the manufacturer, tested the flywheel at 17,000 rpms and an independent company in the USA tested the flywheel at 15,000 rpms for 60 minutes, both without failure.

These testings' do not verify or guarantee the safety, suitability, use, or the fitness of this flywheel. Racing is dangerous and exploding parts can cause injury or death.

Removal:

The flywheel comes with two 5/16-24 threaded holes in the steel hub for the use of a standard 2 bolt puller for removal.

Prying or beating on the PVL flywheel, or any other flywheel, can cause damage that could lead to the flywheel exploding.